



November 2020

Ball-Bartoe Jetwing - attribution unknown

GALTtraffic

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From Jars to Jets

Story and photos by Jerry Thomas unless noted

It's that time of year. Crisp Autumn weather means it's harvest time. Backyard gardens enjoyed a good growing season here in the Midwest, leaving us with an abundance of produce. What hasn't been used already is being saved by drying, freezing or canning. There's even a shortage of canning supplies at the local hardware store.

That got me thinking about glass jars and outer space. Stay with me and I'll explain.

A few years ago, I visited the *Wings Over the Rockies Air and Space Museum* in Denver, CO. Our daughter and her family live in Denver, so it's a regular stop for us when traveling. The museum is housed in one of the historic hangars that were once part of the former Lowry Air Force Base. Much like the Glenview NAS, the area has now been redeveloped with housing, restaurants and other businesses replacing the runways. Today, a B-52 bomber sits outside the hangar's main entrance.

While exploring the museum, a familiar logo caught my eye, but in an unaccustomed place: the nose of an experimental jet airplane. It was the same Ball logo that I had seen on canning jars over the years.

How does a company go from glass jars to jets?

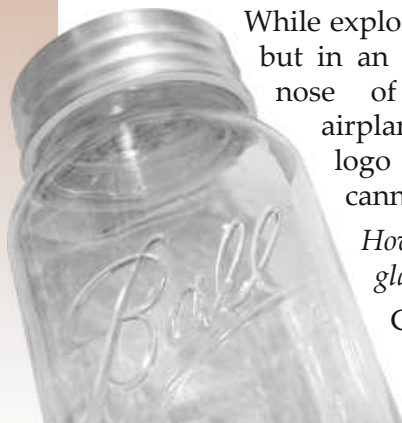
Curiosity lead me to doing some research. I learned that the company, founded by five Ball brothers in Buffalo, NY in

The Ball logo on a jet engine?

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The newsletter of
EAA Chapter 932



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the 1880s had a fascinating history. Family owned for 90 years, the four main components of their core product, canning jars and lids, were glass, zinc, rubber and paper. This led to expansion. The brothers purchased a zinc rolling mill to manufacture lids and then a paper mill to fabricate the necessary packaging. In time, they also acquired tin, steel and plastic companies.

During WWII, the company shifted their manufacturing facilities to producing shells and machine parts for the military. Near the end of the 1940s, Ball's businesses became the focus of an antitrust case that ultimately hindered their ability to acquire other glass manufacturers and glass-making machinery, leading to the company's first ever net operating loss. It became clear that the company needed to diversify in order to grow.

In 1956, the company formed the Ball Brothers Research Corporation in Boulder, CO to build pointing controls for sounding rockets that carried scientific apparatus aloft in sub-orbital flights. Eventually, they built seven of NASA's earth-orbiting satellites, making them a member of the aerospace industry.

Around the same time, the company was joined by a talented engineer, biplane enthusiast and skilled aerobatic pilot by the name of Otto "Pete" Bartoe. In 1973, Bartoe, by then President of Ball Research, convinced the corporation to enter into a joint venture with the University of Colorado (his alma mater) to build what became known as the Ball-Bartoe Jetwing, an oddly shaped, single-engine, single-place aircraft with a stubby wingspan of only 21'9". Bartoe designed it as a "low-key, low-cost" research vehicle that utilized unique design concepts along with conventional aircraft parts that included a Cessna tailwheel, Bonanza wingtips and a Citation air intake. The idea was to entice military and commercial contracts with its unique technology.

The Jetwing was a jet powered taildragger with a "blown wing" that diverted the exhaust through wing root nozzles over three sections of the wing's leading edge to improve short field takeoff and landing capabilities. Its single Pratt & Whitney engine produced 2,050 pounds of continuous thrust. Tests



The Jetwing (attribution unknown)

proved that the "upper blowing surface" technology produced twice the lift of a conventional wing of the same shape. A secondary "augmentor" wing mounted inches above the main wing added a low-pressure slot to guide the exhaust across the wing and draw in additional air to increased lift. Large flaps on the trailing edge effectively created a "bend" in the airstream above the flaps, providing a simple use of downward thrust that enabled the Jetwing to fly as slow as 40 mph. Notably, the aircraft lacked a tailpipe.



View of the small augmentor wing and high-pressure slot with the large, gap-less flap that provided downward thrust.

The first flight took place in 1977 at the Mojave Airport with test pilot Herman "Fish" Salmon at the controls. At low speed, the aircraft could fly so slowly that Bartoe used his Super Cub as a chase plane.

Following a number of flights, Bartoe himself flew the Jetwing back to Boulder for more testing. The belly tank only held 106 gallons which required eleven fuel stops to be made. Because of a scarcity of jet fuel along the route, a mechanic chased the flight in a pickup with a container of Jet A in the back.

In Bartoe's words, "As long as the engine was running, you couldn't stall it. Landings were interesting: The jet blast came off the deployed flap, bounced off the ground, and forced the tail up. If you reduced power, the tail would come down suddenly, just as the wing was losing lift. But everything happened at such a slow forward speed that it was manageable."

In 1978, after being unable to attract outside investment, the Jetwing was donated to the University of Tennessee Space Institute. However, interest in the aircraft increased in 1980 when the Navy considered developing it for use on shorter aircraft carriers. A new series of test flights were carried out. Despite a top speed of 350 mph, the Navy was able to land the Jetwing in a mere 300 feet.

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A school class gets a guided tour of the Wings Over the Rockies museum. The **Ball-Bartoe Jetwing** is at the top in the photo. The yellow biplane in the lower part of the image is Pete Bartoe's **Skyote** (see box below).

Ultimately, the Navy discontinued blown-wing research in favor of vectored thrust technology. The Jetwing was returned to its original home in Colorado

where it took its place in history among other aircraft at the Wings Over the Rockies museum.

However, continued success at Ball lead to its expansion into avionics and aerospace systems. In the early 1990s the Ball Corporation spun off its home canning business. An independent company now retains the license to use the Ball trademark on it's canning products. Headquartered in Westminster, CO, the Ball Corporation no longer makes glass, but is a leading manufacturer of plastic and metal food and beverage containers.

Meanwhile, in 1995, Ball Brothers Research Corporation became **Ball Aerospace and Technologies Corp.**, a wholly owned subsidiary of Ball Corporation. Today, it Ball Aerospace continues to develop innovative equipment and services to the aerospace industry.

Long-time EAA member, Otto E. "Pete" Bartoe was inducted into the **Colorado Aviation Historical Society Hall of Fame** on October 30, 2004. He lives along the front range mountains of northern Colorado. 🛩️



Photo courtesy of the CAHS.

Skyote

As an aerobatic pilot, Pete Bartoe dreamed of the ideal biplane. Something with the responsiveness and strength of a Bucker Jungmeister and the low-speed characteristics and fuel economy of a Rose Parakeet. In the early 1970s, Pete designed and built his dream and named it the Skyote (rhymes with "coyote"). It first flight was in 1976. Stressed to 9G+ and 6G-, it can fly as slow as 38 kts and fast as 137 kts with a 1,500 fpm rate of climb and a gross weight of 900 lbs.



In 1976, non other than Bob Hoover took it for a test flight and reviewed it for *Sport Aviation*. He offered this assessment: "I can only say that it was a rare experience to fly an airplane that exhibited such delightful flying qualities, along with an immense amount of creature comfort. The slow flight feature also provides short field performance that makes any little grass strip quite suitable. The Skyote gets off as quickly as a Super Cub - maybe quicker!"

Pete Bartoe's personal Skyote is on display next to the Jetwing at the Wings Over the Rockies Air and Space Museum. Plans and components for Skyotes are available from Aircraft Spruce, and an active Skyote Type Club is based in Grayslake, IL. At 2016's AirVenture, a Skyote built by John Roberts won the Homebuilt Plans Champion Award. Further information and photos can be found at Skyote.org.



(B-52 auditioning for *Planes on Posts*)

Wings Over the Rockies Air & Space Museum

is located in historic Hangar 1 of the former Lowry Air Force Base in Denver, CO.

In addition to an excellent display of military and civilian aircraft, they also host numerous educational programs and museum sponsored events.

For more info, visit
<https://wingsmuseum.org/>

A Farewell Flyout

Story and photos by Eric Rehm

Have you ever known a pilot to turn down a perfectly pointless opportunity to go fly? How about a perfectly pointless opportunity to fly for a good cause and do it with friends? *Exactly.*



That is what a group of 13 friends and pilots and 5 aircraft did this past Saturday, October 8th. Our mission was to get together and celebrate the memory of our dearly departed friend, Dave Carlson. As I wrote last month, Dave was a Private Pilot who learned to fly at Galt, an active member of EAA Chapter 932 and my friend. It was Dave's wish that some of his ashes be spread at his beloved Galt Airport.

As I was organizing the event, someone suggested that a fly-out would be a good way to honor Dave. I thought that was a great idea and wondered why I hadn't thought of it. I did a small amount of research and decided KSFY, Tri-Township Airport just south of Savanna, Illinois on the banks of the Mississippi would be a suitable destination. There is a campground right across the street from the airport and I arranged with the campground operators to allow our group to picnic



there. As the day got closer, my only worry was the weather. The forecast the day before promised MVFR the entire day of the event. I toyed with postponing but decided to have a little faith and trust

that it would all work out. I awoke on the morning of the 8th to sunny skies and a forecast that promised the same all day! I'll give Dave the credit for that. There was no way he was going to let his event get weathered out.

We all gathered at the pond at 11:30. Tony, Dave's husband, and I said a few words and we all toasted Dave with a glass of sparkling grape juice. (This is as close to Champagne as we could get considering we were going flying). Tony then scattered Dave's ashes by a tree at the edge of the pond as we all said our final goodbyes. It was a bittersweet moment because we were all going to take to the skies and go flying but with only the memory of our friend.



Everyone then packed up their picnic paraphernalia and food and took off for KSFY. It really was a gorgeous day to fly. Clear skies, light winds and no turbulence. We all arrived safely and headed off to the campground to eat. For the next couple of hours we enjoyed each others company as we had an outdoor, socially distanced picnic.

When we got back, I asked Tony what he thought about the day. He looked at me and said, "it was absolutely perfect." I agree Tony, it was.



Planes and Participants: Frank the Mooney with Eric Rehm, Beth Rehm and Tony Rotolante; Monte the Aztec with Justin Cleland, Rebekah Busse and Ron Friend; Cessna 44G with Dave Spitzbart and Joe Weyland; Rockwell Commander "the Cadillac" with Rob Plane, Lori Muligano and George Muligano; Charlie the Archer with Arnie Quast and Justin Thuma.



FLYWITHJB.COM

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Airport Business Hours

8AM to 5PM
Monday thru Sunday

Congratulations!



*Congratulations Brandon Comstock!
He earned his Private Pilot's license
on 10/27/2020! Pictured with
Designated Pilot Examiner, Dave
Monroe (right).*



*Congratulations to Ethan Fischer!
He flew his first solo flight on
10/8/2020! Pictured with his flight
instructor, Dave Schmitt (right).*

Full-time A&P wanted...



JB Aviation Aircraft Maintenance Shop is looking for a full-time aircraft mechanic. Airframe and Powerplant (A&P) license is required. We do everything from annual inspections to avionics, sheet metal, aerobatic aircraft, engine work, radials, restorations, ect. We're looking for someone who shares our passion for general aviation and is willing to learn and become part of our team!

Contact Brian Spiro at JB Aviation

Ask the CFI:

This month's question:

The term "stabilized approach" often appears as something of a buzzword in articles and incident reports, as in, "The pilot failed to establish a stabilized approach." I get the general idea, but when is an approach actually considered "stabilized?"

Answer:

The concept of a *stabilized approach* was first introduced by the airlines in the 1950s and has since that time become standard operating procedure for commercial operations. Stabilized approaches are equally important to general aviation and an understanding of a stabilized approach, including energy management concepts, is required by the *Private Pilot Airplane Airman Certification Standards* (ACS).

There are several obvious cues that indicate if our approach is stabilized or not. For example if our airspeed is too fast, if we are descending too rapidly or we are having trouble staying aligned with the runway centerline, these are all signs that we will not be able to execute an ideal touchdown in the center of the first third of the runway.

The stabilized approach concept gives us a more specific set of criteria as well as a decision height for judging when we should execute a go-around.

The best way to achieve a safe landing is when all of the following criteria are maintained from 1,000 feet height above touchdown (HAT) in instrument meteorological conditions (IMC), and from 500 feet HAT in visual meteorological conditions (VMC).

The airplane must be on the correct track. For VFR flights this means aligned with the correct runway centerline and for IFR this means no more than normal bracketing corrections.

The airplane is in the proper landing configuration, which means gear extended and flaps and trim set as required.

The airplane speed is consistently within the

acceptable range specified in the approved operating manual and no excessive pitch changes are required.

The rate of descent is less than 1,000 fpm and +/- 300 fpm deviation from target.

Your power setting is appropriate for the landing configuration selected and is within the permissible power range for an approach specified in the approved operating manual.

The airplane is within the desired glide path profile (usually a 3 degree descent angle) and requires no more than normal bracketing corrections.

All appropriate briefings and checklists have been accomplished.

The runway is clear and at a towered airport, you are cleared to land.

An immediate go-around is recommended if you are not stabilized by the appropriate altitude. You should not try to "salvage" the landing from an approach that is outside of any of these tolerances within 500 feet of the ground.

Many things can contribute to a destabilized approach such as maneuvering to avoid traffic or complying with last minute air traffic control (ATC) instructions as well as other distractions or poor flying technique. Pilots should always be prepared and willing to execute a go-around if necessary and the stabilized approach criteria provide a common set of reliable standards we can all use to make that decision. 🛩️

Beth Rehm, CFI

JB Aviation Flight Training

Naval Sea Cadets at Galt (10C)



Who are the Naval Sea Cadets? The Naval Sea Cadet Corps is officially supported by the Navy League of the United States, and is endorsed by the United States Navy, the United States Marine Corps, and the United States Coast Guard. Founded in 1958 the program has 396 units and 12,002 members. A great description of the program can be found by clicking here: [CLICK](#)

The division **Abraham Lincoln CVN 72** has recently moved to Galt Airport and is located in hanger G6. Drills are conducted on the 2nd and 4th Sunday of every month. If you are at Galt on one of those days you will probably see the cadets out and about performing various training and activities.

The average age for cadets is 11 to 18. The program is very centered on STEM training. (Science, Technology, Engineering, and Math) Cadets spend their summers attending "Advanced Training" on

various Navy and military bases across the country. Like most youth groups the Naval Sea Cadets are run by adult volunteers that serve as officers in the program.

We look forward to working with our new friends at Galt airport and encourage you to stop by anytime you see us and learn more about our mission. Our Commanding officer is LTJG Aaron Stain USNSCC and Executive Officer LCDR Adam Glaysher USNSCC.

We will see you out there,

Adam Glaysher LCDR, USNSCC
9-1 Regional Director
847-707-1052



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EAA Chapter 932 is a local chapter of the **Experimental Aircraft Association (EAA)** based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208)

EAA (www.eaa.org) is an international organization of members with a wide range of aviation interests, including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our website for more information about the chapter and events and activities at www.eaa932.org or on Facebook at www.facebook.com/pages/galt-airport-young-eagles/116543021696619

Off the Top of My Head

Cogitations from the Editor

Heebie-Jeebies

The other day I was watching a YouTube video posted by one of those back country aviation enthusiasts who fly tail-draggers that look like two black balloons with wings. You've probably seen them at AirVenture. They go by the moniker The Flying Cowboys.

This particular day, three of them were enjoying finding places to land amid the sagebrush and sand in the middle of Nowhere, USA. Ok, good enough fun. To each his own.

On landing, one of the three expressed some trepidation about what they were doing and where they were doing it, far from help, if needed. Thinking out loud to the camera, he began to talk about the realization that he never overcame his fear of flying, confessing that the only reason that he got his PPL was because he was the FAA required it to fly commercial drones. Up to that point, he had been terrified of flying and high places. Now, as a back-country pilot, those anxieties were mostly replaced by a dread of things he had no control over, like wings breaking off, mid-air collisions and sudden changes in the weather.

He posed a question to one of the other pilots: "Do you ever get spooked?" "Oh, all the time!" came the reply. The third pilot reckoned that he generally tries to be diligent with his preflights and does what he can to mitigate the risks. This prompted the original cowboy pilot to state, "I realize that the most dangerous things of our three airplanes are the three of us."

That's what cowboys do: stand around in the desert and talk about their feelings.

I admit that the video was refreshing, both for its self-awareness and honesty about the perils associated with flying low and slow to places without bathrooms.

Then I started reading through the comments section.

After seeing twenty variations of "It's better to be on the ground wishing you were in the air than to be in

the air wishing you were on the ground," and others that offered permutations of "A little bit of fear is healthy," I concluded that no one actually reads the comments before adding their own two cents.

There were several interesting notions of how people evaluate their ability to perform the task at hand, be it flying, riding a motorcycle, scuba diving or driving a truck.

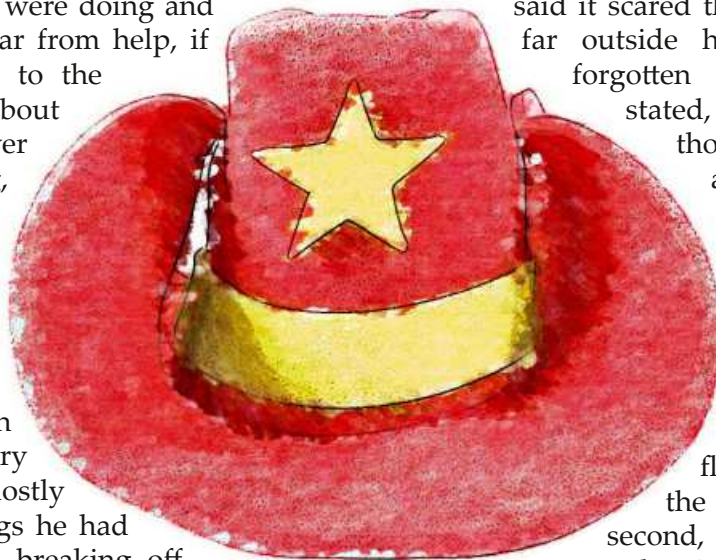
One 9,000 hour airline pilot related his experiences flying a GA airplane for the first time in 14 years. He said it scared the heck out of him. It was so far outside his comfort zone that long forgotten fears resurfaced. He also stated, "Every flight is a series of thousands of calculated risks, and it certainly isn't normal for a human to be up there!" Somehow, I don't see his airline asking to use that phrase in their promotional material.

Another pilot said he uses a "three strikes" approach to flying. He told of first leaving the hangar keys at home, and second, running a stop sign on the way to the airport. Finally, he forgot to lock the hangar door after pulling the plane out and starting the engine. With that third strike, he realized his head just wasn't in the game, shut the engine down, and put the plane away.

Then a helicopter pilot added his rule about not looking up at the rotor head because there's just too much going on up there to think about. Sure sounds right to me.

But my surprise take-a-way was, "Hey, I'm not alone!" Almost everyone who commented, from CFIs to airline pilots to military aviators, acknowledged that they occasionally get a case of the *heebie-jeebies*.

But what to do about it? There were references to what FAA jargon refers to as *Decision Making in a Dynamic Environment*. Every student pilot has to learn the various decision making checklists as laid out in the



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ADM section of the *Pilot's Handbook of Aeronautical Knowledge*: **PAVE** (Pilot, Aircraft, enVironment, External pressures), **I'm Safe** (Illness, Medication, Stress, Alcohol, Fatigue, Eating or Emotions), the **5Ps** (Plan, Plane, Pilot, Passengers, Programming) and the **3P Model** (Perceive, Process, Perform).

But, oddly enough, not a single mention was made about the *importance of setting personal minimums*. Maybe the FAA needs to create an acronym for it. How 'bout something simple, like **IOSPM**?

Fear is a reasonable response to risk. We acknowledge it. We respect it. Our choice is to remove ourselves from the situation or to take a

breath and deal with it. Fear that turns into panic precludes any rational response. As one cowboy succinctly put it, *"It's okay to be fearful, but it's not okay to be stupid."*

From piloting an airplane to climbing a ladder,, adhering to personal minimums goes a long way toward preventing an accident. As our skills grow, our personal minimums evolve. What used to be a nerve-racking cross-wind landing becomes a piece of cake with practice.

But for the record: any stranger that drops out of the blue to start asking about my fears will induce instant panic. Just sayin'. 🍷

Planes on Posts, International Edition

South African Air Force Avro Shackleton 1723



Our AirVenture campground neighbor, Neil Bowden of EAA Chapter 322 in South Africa, sent us this photo of **SAAF Avro Shackleton 1723** refueling atop Vic's Viking Garage in Meredale, Johannesburg. Thank you, Neil!

The Shackleton was an evolution of the famous Lancaster bomber. It was developed by Avro for the RAF's Coastal Command in response to the build up of the Soviet Navy's submarine force in the late 1940s. It was also used as a maritime patrol aircraft by The South African Air Force from 1957 to 1984. In March, 1971, several SAAF Shackletons used depth charges to sink a stricken oil tanker in order to prevent further ecological contamination. An informative 30 minute video on the Shackleton can be viewed on YouTube by clicking here: [CLICK](#)

Send your photos of any **Planes on Posts** to Editor@EAA932.org.

Thanks to Neil, **POP** is now international, so you'll be instantly famous all over the world! As if that weren't enough, we'll send you a **limited edition EAA932 sticker** you can proudly place on your forehead (or airplane) so people everywhere will recognize you!

Aviation Quote of the Month

"They say it only takes about five minutes to grasp the concept of landing a light airplane. However, those five minutes may not come for about fifty or sixty landings."

by Gary Wing on his "Fly the Wing" YouTube channel

Send any interesting aviation quotes you spot to editor@eaa932.org.

"The fires have been to the west of us and have displaced a lot of people but we are pretty far away and not directly affected. Our only challenge from the fires, when they were really burning hot, was smoke and ash. We have had a couple of days when the sky was orange and ash was falling like snow. Weird and a little scary.

We had a significant snow last a week ago, and that pretty much put the fires to sleep. It has been CAVU since then, and I have enjoyed some lovely days flying."

Larry Schubert
Timnath, CO
11/02/20

Rollins Pass in Colorado - photo taken 10/31/20 by Larry Schubert

Coming Up...

Do you know what's in your airplane's **Pilot's Operating Handbook (POH)**? Do you have a POH or an owner's manual? And, what's the difference? Our good friend, **CFI** and **FAAST Team**

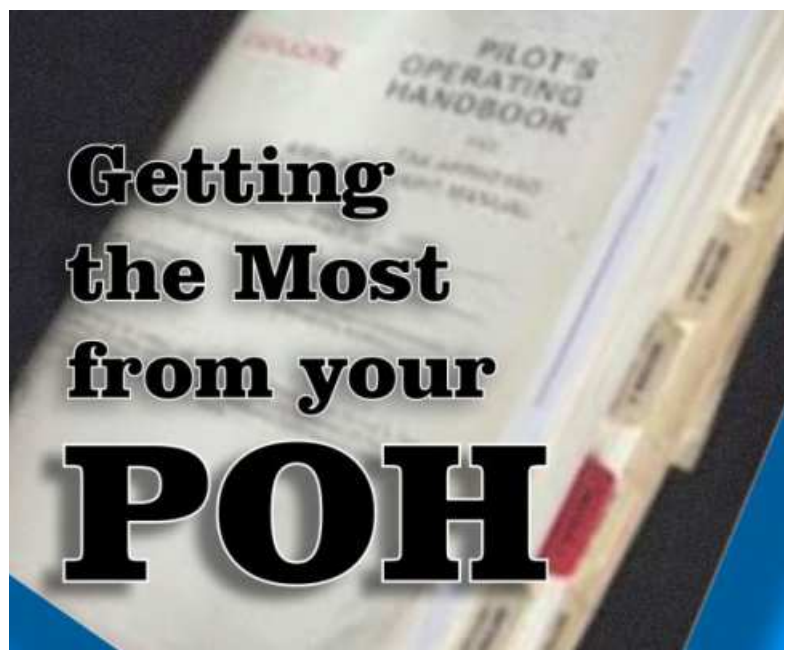


Representative Andy Miller, will discuss why we should have a POH, what it contains, how to use it, and what we can do if we don't have one.

This will be a virtual discussion with Andy on Zoom and will be eligible for FAA WINGS credit. [CLICK](#) to go to the Events page at EAA932.org for updated information.

Free • Hosted by EAA Chapter 932 on ZOOM

Nov. 14 • 10:00AM



The President's Page

Arnie Quast, President, EAA Chapter 932

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Greetings Chapter Members,

With the onset of cooler temperatures, Covid-19 is once again on a significant uptick around the country. Our chapter continues to adjust to the present situation. I have heard from many of you who look forward to resuming meetings at the airport when it becomes safe to do so. In the meantime, our virtual gatherings have been working well to keep our chapter engaged. Every time we hold a virtual gathering, we do it better! In October, approximately 40 people were present for the online event. **Chris Ferraraccio** did a great job talking to us about his aircraft recovery business. Chris shared some eye opening safety takeaways from some of the accidents that he has recovered. All of us enjoyed having him as our guest.

After our virtual gathering, chapter member Eric Rehm organized a flyout to Savanah, IL to commemorate chapter member Dave Carlson. Five airplanes took part in the event. We enjoyed a picnic lunch on a beautiful fall day along the Mississippi River. Thanks to all who joined us for this event. Let's do more flyout activities in the future!

Future Gatherings

We've planed a virtual gathering on *November 14th* with our good friend, **Andy Miller, CFI and FAASTeam representative**, who will give a free presentation on *How to Get the Most Out of your Pilot Operating Handbook (POH)*. Don't miss this informative presentation, which will qualify for FAA WINGS credit. Look for details on our website, this newsletter, and flyers posted at the airport to find out how to join this gathering on *Zoom*. We hope to see you online!

After this virtual gathering, we will take a break in December and resume our gatherings in January. As always, be sure to check for updates on future events at our website EAA932.org.

Elections

Chapter elections will be taking place this month. Look for voting instructions in your email soon. My hope is that we can continue to have a great group of board members that are willing to serve our chapter. I am grateful to all our board members who contribute their time and talents to serve the membership of EAA Chapter 932.

Visiting Other Chapters

Over the past few weeks I have had the opportunity to interact with other chapters. It's always interesting to learn what other chapters are up to and meet some of their members.



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I've been able to virtually attend a few gatherings for EAA Chapter 322 in South Africa. They are an amazing group of folks. In the coming year, we have plans to host a *joint online gathering* with our friends in Johannesburg!

As I travel around the country, I often look up EAA chapters in the cities I fly to in my airline job. Recently, I visited **EAA Chapter 517** in Missoula, Montana.



During my 30 hour layover, I connected with chapter president **Steve Rossiter**. Steve is a Vietnam veteran helicopter pilot who retired from a career flying forest fire-fighting aircraft out of the Missoula Airport.

He and I spent an afternoon with touring EAA 517's chapter hangar and meeting a few folks around the airport. EAA 517 has an impressive facility and a long history of sharing EAA's "Spirit of Aviation" throughout the Bitterroot Valley area of Montana.



Enjoy the start of the holiday season as we celebrate Thanksgiving at the end of the month. Eventually, we will start to see things return to normal. In the meantime, stay safe, and stay in touch with the EAA932 and the amazing community we have here at Galt Airport!

Arnie

October Virtual Gathering Recap

On October 10, our Chapter hosted "**Picking up the Pieces**," a virtual gathering featuring **Chris Ferraraccio**, a commercial Airbus pilot and owner of *AMF Aviation*, an aircraft recovery company located in Springfield, TN. Chris and his company are often called to the scene of downed aircraft by the FAA or the NTSB in the case of fatalities, to remove the remains of the planes without causing further damage. They are generally hired by the company that insured the aircraft.

Chris's presentation consisted of photos of aircraft recovery sites and his evaluations about what may have caused each aircraft's accident.

Chris also offered several important take-a-ways about what pilots can do to help prevent loss-of-control accidents and how to help make off-airport landings and crashes more survivable.

First, he firmly believes that there is one cockpit instrument that can help avoid the typical base-to-final stall/spin incident, the **Angle of Attack (AOA)**

indicator. "It's a tremendous safety feature." And, he adds, "Learn how to fly it." Chris says the visual indicator should be mounted on the glare shield so it is remains within the pilots field of vision.

Chris added another recommendation: "At least once a month, practice engine-out landings." Try it in the pattern on a day when the airport isn't busy. Pull the throttle to idle and ask yourself if you can make it to the runway. Practice energy management. When flying cross country, keep checking your fuel tanks.

He believes that the biggest single factor between survivable and fatal accidents is **shoulder belts**. "If you don't have shoulder belts in your airplane, get them installed. We find a lot of airplanes that have what we call *livable space* remaining in the cabin. It makes a tremendous difference in the fatality rate."

Our thanks to Chris Ferraraccio of AMF Aviation for his time, expertise and invaluable advice!

More information about AMF can be found by clicking here: [CLICK](#)

A Challenge to Members to Share the Gift of EAA

By: David Leiting, EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from

the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July! 

Chapter Elections in November

Every two years, two alternating offices in EAA Chapter 932 must be filled by an election. This November, the President and Secretary positions are up for election. In keeping with our chapter's bylaws, nominations for those positions are now open.

The Secretary position would be a great fit for any organized personality looking for a rewarding role on the board.

Also up for election is the office of Chapter President

which may sound intimidating, but you would not be left without capable and dedicated help.

The board works together closely to provide the best experience possible for EAA 932 members. If you would like more information on either position up for election, please feel free to contact any board member (see Contact Info on President's Page). We would be happy to answer your questions, comments, or concerns and hope to welcome some new faces onto the board!